December 1959

THRUST

VOLUME I - NEWS DIGEST OF REGION I - NUMBER I

Season's Greetings

FAA Library

From the desk of the Regional Administrator...

Christmastime 1959

Dear Fellow-FAAers:

On behalf of the entire regional staff, I take this occasion to extend best wishes to you and yours for the Merriest Christmas in 1959 and the Happiest New Year in 1960!

By your obvious sense of loyalty and devotion to your country, to your chosen career, and to your comrades and families, you deserve the warmest greetings on the Eve of the Most Holy of Seasons.

The consistent teamwork you have shown again this year in Region 1 will help to keep this nation great and I would be amiss if I did not grasp this opportunity to salute you for your splendid achievements and sincerely thank you for your excellent cooperation in all our operations.

In this connection, I recognize that there has been lots of loose and negative talk about reorganization and my regret is that I have been lacking in positive information to lend to you. Whatever the outcome, and about this I am certain, there is no need to create in any sense a feeling of insecurity or concern. Plans call for an even bigger and more vigorous organization from which all stand to gain.

Each of us can play a more important role in this expansion if only we push our shoulders a little closer to the wheels of aviation progress. I am convinced that you fine and competent cohorts with whom I have the honor and privilege to associate will do just that in 1960.

What more reason need I have for again wishing you and yours a wonderful holiday season crammed with nothing but happiness and good health!

Joseph D. Lee.

THRUST FAA

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FEDERAL AVIATION AGENCY

Region I

REGIONAL ADMINISTRATOR

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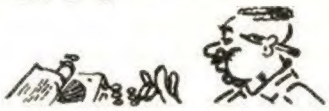
ye ed's corner



From little acorns spring giant trees. And that's as good a way as we know to describe (1) the new official seal of FAA, and (2) the region's somewhat face-lifted and name-changed publication dubbed *THRUST*.

Since nothing can be more majestic than a beautiful matured oak tree but the FAA's new insignia, there couldn't be a nicer subject to discuss south of the North Pole at this season of the year.

The official seal was adopted in compliance with the terms of the Public Law under which FAA was created. Symbolic of the Air Age, the emblem depicts a light green globe on which is superimposed a gold four-pointed compass rose. A stylized gold wing is on the horizontal axis. On the outer rim within a gold border are imprinted the words "Federal Aviation Agency" and the "United States of America." Now turn to the back cover for an enlargement of the seal -- which was placed there for framing purposes, if you are so inclined.

THRUST is what we fervently trust will grow from a mere acorn to your favorite sheet. The more newsy the items we glean from the field, the more interesting we hope to make it. So -- you reporters from Maine to Virginia -- neither be timid or elusive. Mail copy to ye ed's, NY-4, Jamaica.

FLASH //

Administrator Announces Regional Reorganization

As a first step in strengthening the agency's field organization, FAA Administrator Elwood R. Quesada at a special meeting of regional administrators in Washington on December 10-11 announced realignment of responsibilities, effective January 1.

Under the reorganization, Washington bureaus and offices with program responsibilities will exercise direct supervision over all program activities in the field, except in Alaska and Hawaii, where regional managers will have full responsibility for program execution as well as supporting services due to special conditions existing in those areas.

Designed to substantially speed up agency operations outside of Washington, the new plan will lend greater uniformity in the programs as the result of increased supervisory authority.

In announcing the realignment of responsibilities, Administrator Quesada emphasized that under the existing organization there is often uncertainty as to who is responsible for results in the field, since both regional administrators and Washington bureau and office directors are held accountable for field operations.

"In the future I shall be able to hold a single official responsible for the execution of each of the agency's programs," Administrator Quesada stated.

Under the new plan the position of regional administrator will be replaced by new posts with the new title of regional manager to carry out the administrative and supporting functions required by the program divisions in the field.

The FAA Administrator told the regional administrators at the two-day meeting that no changes are being made in the number of regions or the location of regional offices, pending continuing study of the structure of the field organization.

In a bulletin signed by the Administrator in connection with the announcement, it was pointed out that the headquarters components shall exercise full, direct supervision over their respective program activities within Regions 1, 2, 3 and 4 as follows:

Bureau of Flight Standards
Bureau of Facilities and Materiel
Bureau of Air Traffic Management
Office of Civil Air Surgeon

Other than for staff and supporting

-- turn to page 11

REGIONAL ADMINISTRATOR URGES DIVISION HEADS TO LEND SUPPORT

In announcing to his staff the realignment of responsibilities for FAA field operations, Regional Administrator Blatt made a strong appeal for his chiefs to immediately set in motion the operations necessary to assure success of the new plan.

"You have grown into long pants and now is the time to begin wearing them!", he declared. "There is no reason why Region 1 cannot achieve the objectives set forth by the Administrator, and, I for one, implore you to begin this accomplishment immediately!"

12 RECEIVE COVETED AWARDS

O, HAPPY DAY came to these gleeful regioneers when they received FAA incentive awards. On the front row (left to right) are Miss Margaret B. Johannesen, Mrs. Mary Chewens, Deputy Regional Administrator Stanley W. Bobskill, who made the presentations, and Miss Carmela G. Napolitano. In the middle are Pompeo Della Rocca, William J. Conrad, William J. Stapp and William B. Hanka. Rear row includes Richard Kropacek, Jerry J. Worth, Arthur J. LeLacheur and Frank E. Kraemer.

Regioneers Honored by FAA for Suggestions and Sustained

Superior Performances to Tune of $1,375

Twelve special awards earned in the current quarter, netting recipients $1,375, were presented regional personnel at ceremonies held this month in Jamaica headquarters. The presentations were made by Deputy Regional Administrator Stanley W. Bobskill.

Six suggestion awards brought $675 and five sustained superior performance awards totaling $700. One pin with three accompanying commendations was also awarded.

Those receiving suggestion awards for advancing ideas to improve operations and safety were as follows:

William J. Conrad, Newark Tower; William B. Hanka, Poughkeepsie Station; Frank E. Kraemer, Washington Station; Joseph Schwartz, Maintenance Engineering Branch, Jamaica; William J. Stapp, Plant & Structures Area, Washington; Richard Kropacek, Aircraft Service Branch, Jamaica.

-- turn to page 11

AIR TRAVEL TO DOUBLE IN DECADE, CARGO TO ZOOM, BLATT SAYS

Regional Administrator Blatt told a dinner meeting of the Mercer County Industrial Commission recently in Trenton that air carrier passenger traffic in hardly more than a decade is expecting to nearly double the current rate of 60 million passengers.

Predicting that air travel by 1970 will account for two-thirds of the total common carrier passenger traffic, he estimated that air carrier passenger miles will grow from less than 30 billion at the present time to 49 billion in 1965 and to 60 billion in 1970.

He added that the growth of airborne cargo would be even more spectacular. By 1965, he continued, air carriers will be flying cargo totalling 1 billion ton-miles and 1.6 billion ton-miles five years later.

Mr. Blatt pointed out that as a whole, aviation today is one of the larger industries of the United States. Aircraft manufacturing, he stated, is the second largest industry employer and the largest single employer of engineers and scientific talent.

"The sale of aircraft engines, propellers and spare parts has reached the fantastic level of $8 billion per annum," the administrator emphasized.

Mr. Blatt cited that if air transportation is to grow in accordance with the forecasts, then a high percentage of it must come from the "short haul market", pointing out that air travel has captured only a fractional percentage of passengers traveling less than 250 miles.

On the other hand, he reported that 83 per cent of passengers traveling beyond 1500 miles were flying to their destinations.

"Aviation today is big business," Mr. Blatt reminded the civic group. "Through the cooperative efforts of industry, labor and government, aviation will be the bulwark of our national defense, national welfare and national economy. And I am positive I can rely on business leaders like you to lend us your every support."

World's First Helicopter Traffic Service to Open in Region

Plans are virtually complete for the launching of the world's first helicopter air traffic control service in Region 1 to aid FAA in an intensive, all-weather operations test of the whirly birds.

Weather conditions notwithstanding, daily flights will begin shortly from Philadelphia to New York and from Bridgeport to Atlantic City.

The region is establishing the test service in New York City.

A WORD FROM THE WISE

Biographically Speaking

IN THIS CORNER . . .

As though he is not already known by as many of the regional inhabitants as that much of Ivory soap which is pure, the countenance beaming from this corner is Stanley W. Bobskill - plain ol' Bob by personal preference.

For your info -- also household gossip -- Bob has been the energetic Deputy Regional Administrator since last May. The Regional Administrator calls his aide his right hand.

As an enterprising young lawyer with airborne ambitions, Bob did what came naturally by forsaking private practice in 1941 to join the general counsel's office of the CAA.

Before coming to New York as regional attorney in 1946, he served respectively as attorney for Washington National Airport and acting regional attorney in both Santa Monica, Calif., and Seattle, Wash.

Bob's fellow FAAers like the way he shoots straight from the shoulder -- in and out of headquarters. And his charming and vivacious wife Mary looks upon him as a gentleman and scholar.

. . . IN THIS CORNER

The gentleman peeping from this corner is the man whose shoulders must hoist the legal purity of all that is court fodder in the region. He is known respectfully as the Hon. Martin J. White in judicial circles but as simply Marty to associates.

Like the Man Bobskill, Marty is no embryo in neither FAA nor aviation. He was a practicing attorney from 1936 to 1938 when he became assistant attorney of the U. S. Customs Service. He left this post in 1942 for a four-year stint in the Navy, and upon his return to civilian life joined Trans World Airlines. In 1948 he went with CAA and this spring assumed Bob's former legal chores.

To show grass doesn't grow under his feet, Marty is a lecturer of law at St. John's University Law School in Brooklyn, and in 1957 he served as advisor on aeronautical law to the Republic of Korea.

He is a native, of all places, New York City, and what's more he is an eligible bachelor scared to death of Sadie Hawkins Day. He also admits to being a golfer but has no medals to prove it.

. . . AND DOWN HERE . . .

We present for your scrutiny one of the newest members of the rapidly expanding regional family. He is Eual H. Thornton, late of the Nation's Capitol where he toiled for more than 14 years exclusively in transportation public relations -- both in the air and on the ground. If that first name throws you, don't fret. Down Tennessee way, where his eyes first met sunlight, they pronounce it in true Southern drawl as You All, suh.

Eual is assistant to the regional administrator -- and his FAA forte is press and public relations. Besides his p.r. experience, he is a begrizzled newsman.

Eual is married and he and his South Carolina bride of many years standing -- namely Octavia -- are the proud parents of two sons, Decherd and Gilbert. Eual did his wartime hitch in the Marine Corps. Among his hobbies is preparing skits like this on the other man.

The New . . . and . . . The Old

NEWARK AIRPORT CONTROL TOWER GOES AS MODERN AS THE JET; COMMISSIONING CEREMONIES IN EARLY JANUARY

Looking akin to something from Mars is the new $3,000,000 ultra-modernistic control tower that has been erected at Newark Airport for FAA occupancy. Commissioning ceremonies have been set for early in January.

Construction of the futuristic concrete, steel and glass structure, which towers approximately 150 feet above ground, cost the Port of New York Authority a total of $1,750,000. Equipment to be used in connection with operation of the tower is costing FAA another $750,000. Other FAA installations on the field come to another $500,000.

The sleek new building is more than twice as high as the 68-foot tower now in use at the New Jersey airport.

While operational control of the new tower by next June will include both radio and radar, the existing tower that was built in 1943 under military specifications required only radio communications to control traffic.

FAA personnel, according to Tower Chief William J. (Whitey) Conrad, will occupy 6,400 square feet in the latest-style building. This includes all of the floors from the eighth to the cab, as well as ground floor space for offices.

In addition, on the roof of the cab a new type of surface detection radar equipment will be installed.

Over a 17-year period the number of controllers in the Newark tower have increased six-fold from nine to 54, and Chief Conrad and his staff will welcome with open arms more spacious and modern surroundings and facilities.

OBERLIN GETS MODERNISTIC CENTER

First in Series of ATC Futuristic Structures Dedicated

The first in a series of an entirely new FAA conception in air traffic control centers was recently thrown open for public inspection at dedication ceremonies in Oberlin. The event, highlighted by a luncheon, was staged under auspices of the City of Oberlin. FAA officials taking part on the program dedicating the new $3,500,000 structure included J. Gordon Bennett, Special Assistant to FAA Administrator Elwood R. Quesada; Joseph D. Blatt, Administrator of Region 1, which has Ohio in its territory; Wayne Hendershot, Regional Chief of the Air Traffic Control Division; Angelo Narciso, Regional Chief of the Communications and Radar Section of the Air Navigation Facilities Division, and John Peterson, Regional Deputy Chief of the General Services Division.

Designed to serve the Cleveland area, the modernistic yellow brick and steel-sided building with multiple-windowed office space, covers an area totaling 54,000 square feet.

As unique in appearance as practical in the jet age, the control room of the new air traffic control center has no windows. Its 18 inch concrete walls are lined with a thick coat of fire-proof rock wool.

Installed in the concrete roof, for the benefit of more than 300 personnel, is a water system so equipped that radio active materials can be washed from the outside of the building in case of nuclear attack.

Gift From Ike

CHRISTMAS EVE DECLARED HALF HOLIDAY BY PRESIDENT

Acting on orders from President Eisenhower, FAA will join other Government departments and agencies in observing a half holiday on Christmas Eve where employees may be spared from their duties without interruption of services. This will extend the holiday period to 3½ days since Christmas this year comes on Friday.

Consideration of personnel required to work on the half holiday is yet to be announced.

a word to the wise...

by
DR. THOMAS C. GENTRY
Regional Flight Surgeon

As we enter the Christmas Holiday Season, there are some things which all of us should be reminded of in the interest of the health and happiness of Region 1 personnel and their families.

The hazards of driving your automobile during the rush of the Christmas Season are indeed real. People generally will have their minds on many things besides safe driving. For instance, shopping lists and deadlines for buying and mailing Christmas gifts will distract their attention from the immediate responsibility of safe driving.

Too, we can expect icy roads, snow storms and diminished visibility at this time of the year. When these factors are complicated by haste and "taking a chance" the possibility of a serious accident becomes a real one.

Ice on steps, sidewalks and at entrances to garages can also cause broken bones as well as interfere with anticipated pleasures.

Fire crackers and electric Christmas decorations, both inside and outside the home, likewise are potential fire hazards and causes of serious injuries to children and to grown-ups alike.

My sincere wish for every employee and every member of their families at this Christmas time is for a safe holiday season as well as a happy one!

100 JET AIRLINERS BY YEAR END

By the time the bell ringers and horn tooters have blasted '59 out and '60 in, FAA estimates there will be some 100 U. S. jet airliners plying the sky.

SAC OPERATION OIL BURNER CARRIES OUT LOW ALTITUDE SIMULATED BOMBINGS IN REGION

A special air route has been established within Region 1 for use by the Strategic Air Command to carry out day and night, all-weather, low altitude training mission operations by B-47 and B-52 jet bombers.

The route, one of seven set up over the entire country under the code name of "Operation Oil Burner", is 20 miles wide and vary in length up to 500 miles.

SAC operations being conducted over the new routes throughout the country will consist of radar bomb runs over simulated targets. Aircraft used in this region's operation will enter their own pattern at Princeton, Maine. The bombing site is Carthage, N. Y.

Retirements

GUY H. ZIMMERMAN, air traffic control specialist, Williamsport (Pa.) station.

BEN J. ROLAND, supervisory air traffic control specialist, Lebanon, (N.H.).

JOSEPH M. HILL, electrical engineer, airports division, Jamaica.

MARIE ANSELMO, purchasing agent, general services division, Jamaica.

MICHAEL LYOSHIN, electronic maintenance technician, Utica.

ITALO CAFARO, electronic installation technician, Jamaica.

131-Foot Wind Tunnel Transported 5,000 Miles to Join FAA Flight Research Facilities at Atlantic City Center

Uncle Sam in general and FAA in particular have completed the moving job of all moving jobs.

An induction-type aircraft wind tunnel, weighing 135,000 pounds and measuring 131 feet in length, was recently transported 5,000 miles from Point Mugu, California to Atlantic City to join the FAA flight research facilities at its National Aviation Facilities Experimental Center.

The huge tunnel was obtained from the Navy under an inter-agency agreement. It will be used for tests on in-flight fire protection equipment in aircraft simulating speeds up to 600 miles an hour.

For its long span of the continent via sea and land, the tunnel was routed by boat through the Panama Canal. Upon its arrival in Philadelphia it was loaded aboard a barge in order to navigate inland waterways. From Mays Landing, N. J., it was securely rigged on trucks for the final lap.

12 FAA INCENTIVE AWARDS GO TO REGIONEERS AT CEREMONY HELD IN HEADQUARTERS

-- continued from page 5

Sustained superior performance awards were presented to Pompeo Della Rocca of the Special Services Branch and the following from the Plant Engineering Branch: Mrs. Mary Chewens, Miss Carmela G. Napolitano, Jerry J. Worth, and Miss Margaret B. Johannesen.

In addition to the monetary awards, Arthur J. LeLacheur of the Boston Flight Inspection District Office, was awarded The Military Air Transport Service 10,000-Hour Accident-Free Award for outstanding achievement in the field of flying safety while on active duty with the Navy.

PANCAKE LANDING LIGHTS TO GET TRY OUT AT FAA CENTER

The FAA National Aviation Facilities Experimental Center at Atlantic City is installing a system of domed pancake runway lights protruding less than one-half inch above the surface pavement.

RAYMOND S. SCOTT, air carrier maintenance inspector, Boston, September 20.

GERARD S. MILLER, air carrier electronic inspector, Newark, October 7.

FRANKLIN N. PLATT, program officer, Portland, November 2.

RUSSELL H. DREW, air traffic control specialist, Cleveland, November 25.

LIONEL W. PERCH, property clerk, Jamaica, November 30.

ADMINISTRATOR ANNOUNCES REGIONAL REORGANIZATION CALLING FOR NEW SET UP

(continued from page 4)
services, the bulletin stressed, all program authority previously delegated to regional administrators "is hereby vested in the chiefs of the respective field program divisions."

Authority previously delegated to regional administrators to direct staff and supporting services "is hereby vested in the regional managers in all regions, subject to professional and technical guidance from the appropriate Washington offices."

woe is this tale

CAR EJECTS OCCUPANTS AND CHASES COMANCHE -- AIRPLANE, THAT IS

Here's a tale as maddening and hair tingling as Dracula himself!

A careening, wildly dashing car of 1955 vintage not too long ago did everything but knock a Comanche '250' into the wild blue yonder when from out of nowhere it zoomed onto the turf runway of Atwood Airport at North Hampton, Mass. Pilot Richard J. Martin, getting set to launch a return charter flight to Old Town, Maine, is the principal character and spinner of the yarn.

Seems he had started the engine and was about to release the brakes to start taxiing when the car whizzed past the nose of his plane, sprawling its three occupants in front of the Comanche. Immediately turning his switch off, he watched the now driverless blunder bus twist around in tight turns at terrific speed with a man futilely chasing after it. A front tire finally blew that halted it right side up.

What happened previously, awe-stricken Pilot Martin reports, was that the car had been on a highway south of the airport when, as the 18-year-old driver passed another auto, the accelerator stuck as tight as adhesive to the floor board. This forced him to pass all cars that he came upon, ofttimes having to ride the white line separating traffic. To add to the excited driver's confusion, one of two girls riding with him became so frightened that she had a door partially open ready to bounce and bump with the car raving and ranting at breakneck speed.

Finally, Li'l Barney Oldfield lost control and like a jet wheezed through the airport parking lot, taking a hunk from a car he sideswiped. A deaf mute at the wheel of the parked car ejected like a rabbit out the right door and started flying around with both arms flailing the air. The last time seen he was still making tracks like a zypher.

The swirling car, apparently controlled by pixies, then hit a wind tee which promptly disintegrated and forthwith sneaked from behind under the front portion of the right wing tip. Next it swung so sharply that the idling propeller of the Comanche made three healthy slices into the fenders as all doors of the car flew open and out parachuted the occupants.

From there the car, still a whirling dervish, turned snappily and barely missed the left front wing tip of the plane and then went into what was developing into the spin of spins before the blowout interrupted ceremonies. The story teller, who was corroborated by witnesses both on the highway and the airport, swears that from the time the car left the road until it was in orbit on the runway only the imprint of the right front and rear wheels touched ground.

P. S.: It says here the impact only damaged the right wing tip, bent one prop blade and nicked the other. And we have always believed what they told us about the father of our country!

Musketos Institute of Radio Engineers Representative

Argyros Musketos, member of the radar section of the Air Navigation Facilities Division in Jamaica headquarters, has been named regional representative for the Institute of Radio Engineers. Organized in 1912, its objectives are scientific, literary and educational. There is a chapter of the organization on Long Island. To obtain applications for membership and further information, contact Mr. Musketos in Room 394, Federal Building, Jamaica.

a poet must we have

SONG OF THE 49ERS

by John V. Peterson

Listen, dear friends, and you shall hear
Of the sweat and strain and unshed tear
Of the plots and plans that were reconciled.
To remove Headquarters to Idlewild.

Throughout the year of '48
Rumors flew in an ugly spate;
Madison Avenue had had its day
For conducting the business of CAA.

We needed a building to hold us all
For we'd pushed to the limit every wall
And put our accounting in Jackson Heights
Where the warehouse was; they were satellites!

PONYA was willing to build to our size
If we would agree to amortize
And budget process provided the dough;
With the spade work done, we started the show.

At last, long last, came the moving day;
We were packed and gave the movers their way
That Fourth of July weekend in Forty-nine.
The time was propitious. The weather was fine.

That weekend meant work for property men,
Mitchell, Vicaro and Ormsbee back then
Plus Steuerwalt, O'Brien and Boggs (all still here)
and O. W. Young and "Batch" working near.

The weekend was done; work called all to the scene,
Finding everything right, all quite serene.
We could get to our desks without climbing on necks
(Though we had no close bank to cash our checks).

We gazed out across the spreading expanse
Of Idlewild Airport and welcomed the chance
To be part of a place which we felt sure would grow
(But, Glory Be, how little did we know!)

To South and East in '49 the sandy land lay bare
Except for the terminal area miles over there.
It didn't look inviting--of that you can be sure
But we'd come from concrete canyons, better quarters to secure.

Again we've grown quite close to the walls
Since more people have come than departed these halls
But we're seeking solutions (some are in sight)
And we'll stick here, conducting the business of flight.

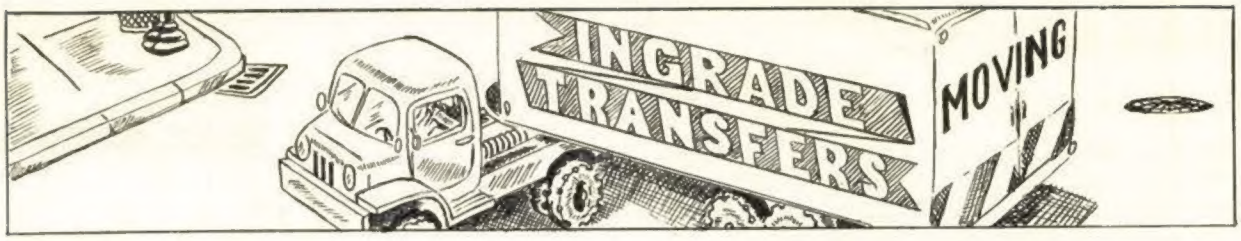
We're the FAA family (we've changed our name)
But the things we are doing are much the same.
We like doing them here (well I think I have proved
That we are all very happy the CAA moved).

ED'S NOTE:
A Fourth Estater - Horace Greeley, it must have been - a century or so ago advised young men to go West to seek fortune and fame.

A band of aviation pioneers in Region 1 reversed his advice just a decade ago and moved headquarters eastward from Madison Avenue to the new Federal Building on West Long Island.

Not for either filthy lucre or notority, mind you gentle readers, but for adequate breathing space.

Herein our poet laureate takes pen in hand and in the exacting Shakespearian style gives account of that noble exploration.



GENERAL SAFETY DIVISION

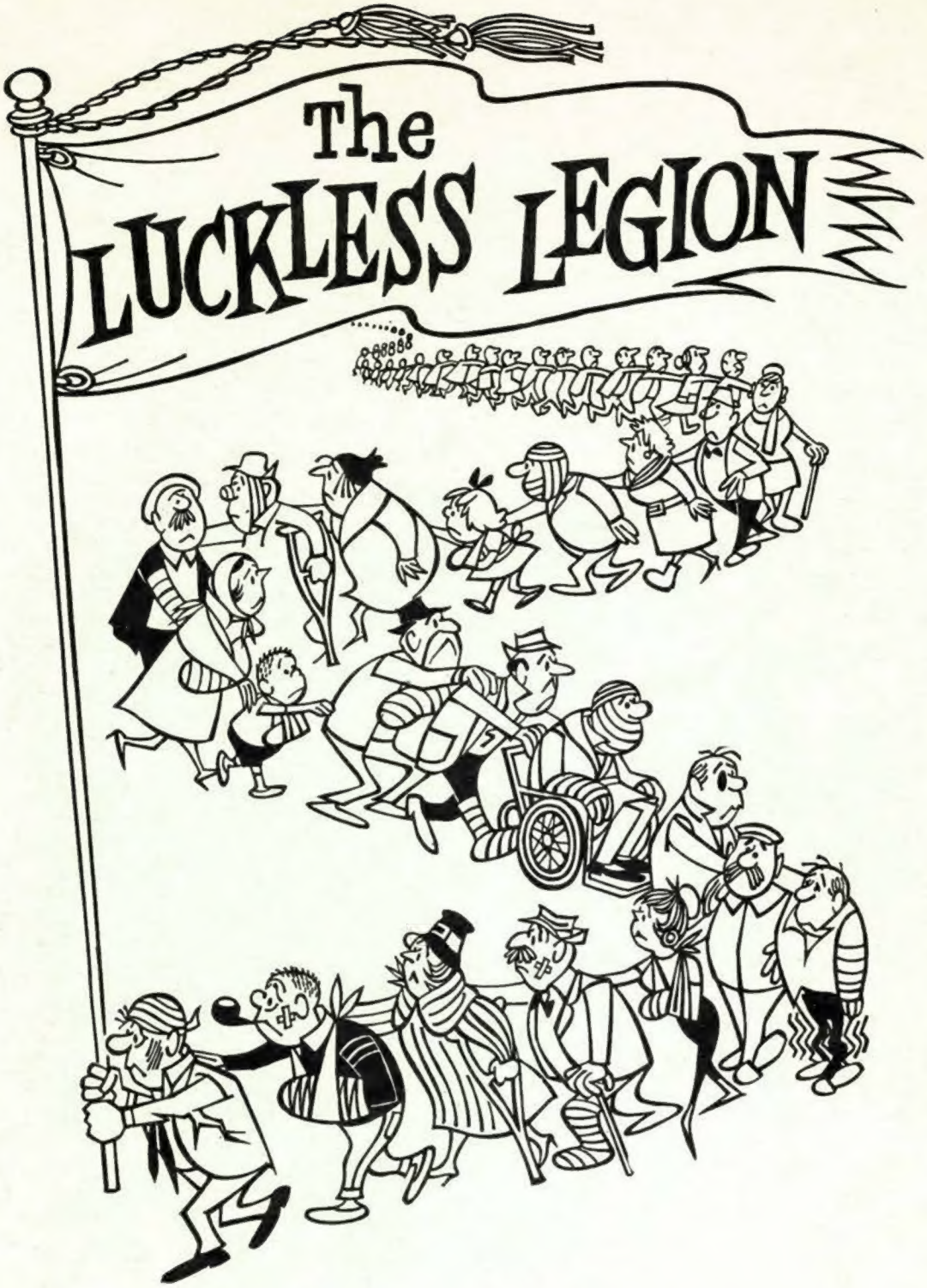
Gomer W. Games, from Rochester to Albany. . . Roland K. Alexander, from Albany to Pittsburgh. . . Edward F. Myjack from Pittsburgh to Teterboro . . . William D. Crawford, from Flushing to Westfield. . . Charles F. Hall, from Philadelphia to Pittsburgh . . . Robert E. Lyon, from Teterboro to Harrisburg.

AIR TRAFFIC CONTROL DIVISION

Charles H. Smith, Jr., from Jamaica to Pittsburgh. . . Thomas M. Coons, from London to Roanoke. . . Earle F. Catlow, from Maine to Roanoke. . . Lloyd E. Bates, from Paducah to Roanoke. . . Kenneth E. Landis, from Richmond to Williamsport. . . Donald A. Griggs, from Covington to Cincinnati. . . Leroy C. Neal, from Boston to Worcester. . . Frederick J. Bauer, Jr., from Jamaica to Washington . . . Joseph T. Ratigan, from Pittsburgh to Jamaica. . . Kenneth R. Binion, from Lexington to Elmira. . . Robert H. Trumpolt, from Cleveland to New Bedford. . . Idris G. Saye, from Teterboro to Williamsport. . . David G. Painter, from Teterboro to Williamsport. . . Solomon A. Saylor, from Lexington to Pittsburgh. . . Russell F. Thoms, from Flushing to Columbus. . . William A. Pearson, from Washington to Dayton. . . Walter J. Wanalista, from Binghamton to Williamsport. . . William J. Semiclose from Allentown to Williamsport. . . Donald M Hrascs, from Washington to Pittsburgh. . . William F. Precourt, from Falmouth to Bangor. . . Louis J. Rybak, from Binghamton to Albany. . . James D. Gaunt, from Washington to Gordonsville. . . Thomas G. Cox, from Roanoke to Cincinnati. . . Homer L. Linton, from Roanoke to Richmond. . . Robert J. Maher, from Watertown to Utica. . . Raymond D. Mentzer, from Youngstown to Cleveland. . . William G. Segraves, from Pittsburgh to Washington . . . John P. Greenwalt, from Pittsburgh to Jamaica. . . Donald F. Leech, from Jamaica to Pittsburgh. . . Walton G. Ford, from Norfolk to Huntington. . . John P. Yurko, from Philadelphia to Allentown. . . Milton B. McMurrough, from Watertown to Cleveland. . . Martin O. Kincaid, from Norfolk to Louisville. . . William B. Duncanson, from Blackstone to Richmond . . . Bobby J. Bowers, from Pittsburgh to Lexington. . . Donald G. Trout, from Cincinnati to Mansfield. . . Thomas Lopolito, from Bowling Green to Lynchburg. . .

AIR NAVIGATION FACILITIES DIVISION

Robert A. McEwing, from Jamaica to Syracuse. . . Carter A. Hedgecock, from Pulaski to Bluefield. . . Clarence J. Williams, from Jamaica to Pittsburgh . . . George F. McClure, from Atlantic City to Palermo. . . John J. Szydlowski, from Glens Falls to Jamaica. . . Ronald I. Fedchenko, from Portland to Concord . . . Leonard Davis, from Buffalo to Jamaica. . . Francis J. Randazzo, from Washington to Roanoke. . . Michael Lechaton, from Pulaski to Bluefield. . . George J. Baumes, from Pittsburgh to Jamaica. . . Robert J. Niemsyk, from Covington to London. . . Ernest P. LaFianza, from Newark to Pittsburgh. . . Richard D. Shupe, from Pulaski to Bluefield. . . Albert W. Kelley, from Altoona to Williamsport. . . Jacob R. Jones, from Barnegat to Matawan . . . Albert Potorti, from Atlantic City to Millville. . . Carlton H. Streiff, from Windsor Locks to Utica. . . Richard Polak, from Newark to Jamaica. . . Everett G. Rubendunst, Jr., from Bedford to Providence. . .Lucien A. Benjamin, from Flushing to Jamaica. . .



Millions of hapless Americans in 1959 were drafted into the "LUCKLESS LEGION OF OCCUPATIONAL CASULTIES" ranging from office bumps and slips to high-flying automobiles.

Were you careless enough to become eligible for membership?

FEDERAL AVIATION AGENCY
UNITED STATES OF AMERICA